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COUNTRY USSR (Caucasus)

DATE DISTR. 4 October 1948

SUBJECT **City Plans of Ochemchiri and Suikimi**

NO. OF PAGES 4

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1. In Kvenani (42°51'N - 41°40'E) there is an electric power plant of great capacity. This plant, together with the electric power plants of the Rioni River and the city of Sukhumi, is said to supply electricity to the factories and railroads of the whole Sukhumi-Tbilisi (Tiflis) region.

City of Ochechiri

2. The following is the explanation of Sketch Map No. 1:

No. 1 is the harbor of Ochenchiri.

No. 2 is the artificial harbor constructed in 1939. It is now a military harbor, and entrance to it is forbidden to any ship or person not connected with the Russian Navy.

No. 3 is the railroad line from Sukhumi to Tbilisi.

No. 4 is the railroad line from Ochomchiri to Kveani.

No. 5 is the road from Sukhumi to Tbilisi.

No. 6 is an avenue named "October Revolution." It was formerly called "Third International." This avenue leads to the town of Kvezani.

No. 7 is an asphalt road inside the city, but source does not know its name.

No. 8 is the Nokri River, whose width is about 60 meters. In the spring and summer it contains very little water. In the winter it has an abundance of water but without flooding.

No. 9 is the River Tsorka, which is about 9 kilometers distant from the Mokvi River. The width of the Tsorka is 7-8 meters, and its depth is 1 meter.

No. 10 is the River Galidaga, whose width is about 70 meters. In the spring and summer the water is 1 meter deep, and in the winter 2-2.5 meters.

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- No. 11 is the city railroad station, which consists of a wooden one-story building. In December 1947, construction was begun on a stone building beside the wooden one. Construction was done by 100-150 German prisoners-of-war. The work on this building was going ahead steadily so that the stone building should be ready to replace the old wooden building by the end of 1948. The old wooden building houses a small electric generator to supply the electricity required by the railroad station.
- No. 12 is a building begun in 1946 by German prisoners-of-war. This building will house a factory to produce lubricating oil.
- No. 13 is a building which was constructed between 1945 and 1947. It will be used as an electric power plant. The building is constructed of stone and brick. At the beginning of 1948, generators of American manufacture were installed in this building, and it was expected that they would be in operation by the summer of 1948.
- No. 14 is a factory for manipulating tobacco; its Russian name is Fern Zavod. It employs about 200 workmen. This factory has an electric generator which supplies light for the whole city of Ochamchiri.
- No. 15 is the Raikom Building, which houses the Communist District Committee. It is the Communist political center of the city, where Communist meetings are held.
- No. 16 is the MVD building.
- No. 17 is a tea factory.
- No. 18 is an iron bridge on the railroad line over the Mokvi River. The bridge is 25-30 meters long.
- No. 19 is a bridge on the railroad line over the Tsorka River. The bridge is constructed of concrete and is 6-7 meters in length. It is supported on two concrete abutments and one concrete pier.
- No. 20 is an iron bridge on the railroad line over the River Galidzga. This bridge is about 100 meters long, and is supported on two concrete abutments and one concrete pier.
- No. 21 is a wooden bridge on the asphalt road over the Tsorka River. In 1947, work was begun on a concrete bridge beside the wooden one, which it would replace. The concrete bridge should now have been completed.
- No. 22 is a wooden bridge on the asphalt road over the River Galidzga. This bridge is 70-80 meters long. It is supported on two abutments and many piers, all of wood. The bridge does not have a large capacity.
- The perimeter of the city of Ochamchiri is almost rectangular. The shorter sides are formed by the Rivers Tsorka and Galidzga, and the longer sides by the railroad line and the harbor.

City of Sukhumi

3. The following is the explanation of Sketch Map No. 2:

- No. 1 is the harbor of Sukhumi.
- No. 2 is the River Besletka or Krasnimost. This river is about 10 meters wide, and the depth of the water within the city is about 2 meters.

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- No. 3 is the Kelasuri River. It is about 15 meters wide, and the depth of the water within the city is 1-5 meters.
- No. 4 is the railroad line from Gudanty to Ochamchiri.
- No. 5 is Avenue Stalin leading to Gudanty and Ochamchiri.
- No. 6 is an asphalt street parallel to Avenue Stalin. Source does not remember the name of this street.
- No. 7 is an asphalt paved street named after Lenin.
- No. 8 is a railroad station named Litakop. It consists of a one-story building of wood.
- No. 9 is the city square, which measures about 200 meters on each side.
- No. 10 is the electric power station, which is a small one-story building.
- No. 11 is the MVD building.
- No. 12 is the central hospital of the city. It is a large three-story building.
- No. 13 is the old botanical gardens.
- No. 14 indicates the barracks housing the MVD personnel. They consist of four three-story buildings, each about 30-40 meters long and 15 meters wide.
- No. 15 is a war factory. It is surrounded by a wooden fence 1.5-2 meters high and painted green. On the side of the factory facing Avenue Stalin there are three gates which are each guarded by a sentry in a sentry-box. All along the length of the wall there are patrolling guards who forbid all unauthorized persons to enter the factory. A person standing outside the wall on Avenue Stalin can see many cypress trees inside the wall. Source does not know how large the factory is. Many German prisoners-of-war are employed there. Source does not know anything further about this factory; he never lived in Sukhumi, but when he visited Sukhumi he passed the factory while riding on the train which passes not far from the factory.
- No. 16 is the railroad station of Kelasuri.
- No. 17 is a tunnel about 2-2.5 kilometers long located on the railroad line passing through the mountain named Tserniavskaya (sic; Chernugovskoye?). A guard of the MVD is stationed at each end of the tunnel. The train requires five minutes to pass through this tunnel.
- No. 18 is an iron bridge on the railroad line over the Besletka River. This bridge is 25-30 meters long and about 4 meters wide. It is supported on two abutments and two piers, all of concrete. An MVD guard is stationed at each end of the bridge.
- No. 19 is a concrete railroad bridge supported on two abutments and many piers, all of concrete. The bridge is 150-200 meters long and is about 4 meters wide. This bridge is not guarded. The bridge is called in Russian "Istokat." The inhabitants of Sukhumi call it the suspension bridge, because of its great length (sic).

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- No. 20 is an iron bridge on the railroad line over the Kelasuri River. This bridge is supported only on two abutments of concrete and iron. It is about 30 meters long.
- No. 21 is a wooden bridge over the Besletka River. It is supported on two abutments and many piers, all of wood. This bridge is about 20 meters long and 3 meters wide. Only automobiles entering the city of Sukhumi via Avenue Stalin use this bridge. It is a one-way bridge, and automobiles are forbidden to pass over it in the other direction.
- No. 22 is an iron bridge over the Besletka River. It is supported on two concrete abutments and two concrete piers. The bridge is 15-20 meters long and is only 3 meters wide. Only vehicles coming out of Sukhumi via Avenue Stalin use this bridge, and it is a one-way bridge like No. 21.
- No. 23 is an iron bridge over the Kelasuri River. It is supported on two abutments and many piers, all of iron. The bridge is 30 meters long and is so narrow that only one automobile can cross at a time.

2 Sketch Maps attached.

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